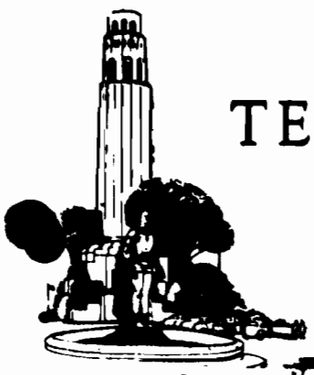

TELEGRAPH HILL SEMAPHORE

Publication of the Telegraph Hill Dwellers

NUMBER FORTY NINE MARCH 1973

A PUBLIC HEARING ON PHASE THREE OF THE GOLDEN GATEWAY WILL BE HELD AT THE OFFICES OF THE RE-DEVELOPMENT AGENCY,939 ELLIS STREET ON TUES-DAY MARCH 27TH AT 3:30 P.M. IN THE CONFERENCE ROOM ON THE SEVENTH FLOOR. PRESENT PLANS CALL FOR THE CONSTRUCTION OF BUILDINGS OF SUCH GREAT HEIGHT AND BULK THAT VIEWS OF THE BAY AND THE FERRY BUILDING WILL BE FOREVER OBLIT-ERATED FROM THE SOUTH SIDE OF THE HILL. COME AND PROTEST - THIS WILL BE YOUR LAST CHANCE.

GOLDEN GATEWAY PHASE THREE

As most of our members are aware,Phase Three of the Golden Gateway is about to rear its head in the blocks bounded by Broadway, the Embarcadero Freeway, Jackson Street and Front Streets. The proposed plan consists of a block long, 25 story complex on Broadway and three strategically placed towers, twenty five stories high, which block views of the bay, the tops of these buildings will be above the top of Telegraph Hill.

A committee has been appointed by the Board of Directors to investigate actions which could be taken by this organization to prevent the harm which will occur. If the structures are constructed as planned, the result would be disastrous, not only to Telegraph Hill,but the entire city as well.

Unfortunately,the problem is a legal one, rather than one which can be altered by political action.

At the last general membership meeting, the T.H.D. deplored the fact, that the project, as presently constituted, was moving toward construction.

Phase three conforms, by and large, with the original plans for the project, established in the early 1960's. However, since that time San Francisco has a changed attitude about such massive high rise projects. More open space and access to the Bay demand greater consideration, preserving the aesthetic values of San Francisco have taken preference over the base economic gains realized by improperly planned office and apartment tower construction.

The political pressures which brought about the defeat of the U. S. Steel Building and the Ferry Port Plaza, may not be available in the arsenal of weapons to fight Phase Three, however, your committee has concluded, that there are some legal grounds to force the City and the Redevelopment Agency to comply with State and Federal Environmental Quality acts.

Further, it was the consensus of the General Membership Meeting, that in the event an individual,or group of individuals stepped forward to prosecute a suit against Phase Three, the THD and members individually, would support these efforts in a manner to be specifically determined in the future.

It was also clearly expressed that the T.H.D. was only asking that various alternative plans of development be considered for the area as required by State and Federal legislation, once it has been determined, as the S. F. Planning Commission has admitted, that there is an adverse environmetal impact on an area. These alternative plans have not been considered as of this date.

Although building permits were issued on February 27, 1973, apparently pressure by various individual and groups have caused the Re-Development agency to have some second thoughts, and the Redevelopment Agency will hold a public hearing on the environmental impact of Phase Three on the area. SEE NOTICE ABOVE FOR TIME AND PLACE

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TELEGRAPH HILL DWELLERS NINETEENTH BIRTHDAY

ANNUAL ELECTION OF OFFICERS

FULL COURSE DINNER — MONTCLAIR RESTAURANT 550 GREEN ST.

NO HOST COCKTAILS 6:30 — APRIL 10,1973 — DINNER 7:30

PRICE $5.20 (includes tip) — PLEASE RESERVE EARLY

FOR RESERVATIONS CALL JOAN NAUGHTEN 392-0314

Your nominating Committee consisting of Carol Schwartzbach, (chairperson) Mildred Hamilton, Anna Quillen, David Smith and Curt Baldwin present the following slate of Officers.

President	John W. Holmes	400 Union St.	434-0370
Vice President	Gregory E. Jones	58 Edguardo Pl.	986-6412
Treasurer	Liz Brotherton	116 Alta St.	986-6062
Financial Secretary	Joan Naughten	304 Chestnut St.	392-0314
Recording Secretary	Olive English	438-A Vallejo St.	397-3563
Corresponding Sect'y	Nora Quinn	474 Vallejo	397-0562
Historian	Kenneth Evers	255 Chestnut St.	421-2671

Directors for two years

Lena Lassuco	306 Green St.	362-4021
Anna Quillen	273 Green St.	981-2244
David Broadbear	490 Greenwich-3	391-0304
Gerald Swanstrom	362 Vallejo St.	981-1459

Directors carried over for 1 yr. term

Kevin Wallace	103 Alta St.	392-2004
Judy Breen	33 Alta St.	391-3656
Gary Near	363 Filbert St.	781-4749
I.J. Blume (ex officio) (Immediate Past President)	303 Chestnut St.	781-1374
*Mary Cara	451 Lombard St.	392-9167
**David Smith	199 Chestnut St.	982-5442

* Mary Cara is to fill the vacancy created by John Holmes.
**David Smith is to fill the vacancy created by Nora Quinn.

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MAYOR'S PORT COMMITTEE REPORTS

After laboring for 10 months, the report, issued in January surprised no one. It runs approximately 5,000 words, of which only 125 concern environmental questions. While economic recommendations are spelled out in great detail, the environmental findings are mostly couched in general terms such as "achieving a balance".

On the positive side we can list the following findings:

- Recommendations of a regional port complex to reduce ruinous competition between the various Bay Area ports.
- Abolishing the costly and cumbersome duplication of separate police, fire and maintenance procedures by the Port and the City.
- Separate Port Functions and development of Port land no longer needed for maritime use.
- Preparation of a Special Area Plan for non maritime development.
- Recognize the importance of a "balance between environmental and economic considerations."

On the other hand, the following recommendations will have a serious negative effect and outweigh the positive findings:

- If necessary amend the BCDC law (we were surprised to find the signature of the new BCDC chairman on such a proposal).
- Creation of a Non-Profit Corporation to handle non maritime Port land. (We remember the use of such "non-profit" corporations for city garages and the abortive attempt to build a garage under Washington Square!) Such corporations end up being neither "non-profit" nor under the control of the Supervisors.
- Granting the Port Commission virtual autonomy, with hardly any control left to the Supervisors.

Reactions of the Committee Report were predictable:

According to an article in the San Francisco Progress of 1/14/73 "Mayor Alioto said that he would be appealing to Sacramento for legislation exempting the City's Waterfront from the authority of BCDC" When committee chairman R. Gwin Follis was asked whether U. S. Steel would be asked back to the waterfrojt, he replied: "Yes, I don't know if we want U. S. Steel in particular, but we want revenue producing business, and the area around the Ferry Building would be a very appropriate place for revenue producing.

P. S. Who is listening?

The TRD presented substantial testimony to the Mayor's Port Committee. Yet it is not listed in the index enumerating those who testified. This slip seems symbolic: nobody was listening anyway.. .

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SUPERVISORS COMMITTEE TABLES CHAMBER'S FREEWAY PROPOSAL

At the overflow hearing of the Supervisors Streets and Transportation committee of 2/22, the Chamber's $500,000,000 plus freeway proposal was opposed by the overwhelming majority of the organizations testifying. Supervisor Barbagelata proposed a postponement, but Supervisor Gonzales and Molinari voted to table the matter. Our congratulations to the Supervisors for their action.

DOYLE DRIVE WIDENING: ANOTHER FREEWAY ATTEMPT

Doyle Drive (between the Golden Gate Bridge and the Marina) has been the scene of many tragic accidents. The State Division of Highways offers to widen the drive by building 8 freeway size lanes instead of 6 narrow lanes. This is nothing but the old ploy for a freeway and a second deck on the Bridge. Furthermore, it would transfer the danger point from Doyle Drive to the heavily populated residential Marina where the 8 lane drive would suddenly narrow. Supervisor Molinari has introduced a resolution limiting the widening to six larger lanes. (The Supervisors voted on this proposal on March 12, before this summary was written). We congratulate Supervisor Molinari for his proposal, but we feel that there is another solution which would be far more effective in preventing accidents and which would not cost a penny: a rigorously enforced speed limit of 25 miles per hour on Doyle Drive!

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TELEGRAPH HILL'S VICTORY OVER THE INTERNATIONAL MARKET CENTER BEARS FRUIT

Remember the huge megastructure of the INTERNATIONAL MARKET CENTER which would have defaced Telegraph Hill and the Waterfront? IMC is dead now, and in its stead two developers are proposing projects on a reduced scale, with considerable open space and no street vacations. While IMC and the mayor tried bulldozer-tactics to get their monolith approved, the new developers have contacted the THD and other civic organizations before submitting their plans. We were also promised to be kept fully informed and to be shown plans as they develop. Gerson Bakar is planning an office complex between Greenwich and Union and Sansome and Front and Embarcadero.

The Alpha Land Co. proposes condominium apartments on 2 blocks bounded by Greenwich and Chestnut and Sansome and Montgomery, and on the block between Lombard and Chestnut and Montgomery and Winthrop. Their architect is Henrik Bull (a THD member until he moved to Berkeley). Both developers have assured us that they will respect the established sightlines and will do their utmost to provide attractive view corridors and landscaping. We are happy to cooperate with the developers and discuss further refinements for view protection. We will be watching developments closely and are hopeful that promises made will be kept.

SPECIAL EVENT

St. Francis of Assisi Church is inviting the Hill Dwellers to a wine tasting party On March 28th. 6 to 9 P.M. 610 Vallejo St.

NOTE FROM THE EDITOR

Almost all articles in these bulletins are written by individual members of the Telegraph Hill Dwellers.

Although modesty prohibits them from taking a by-line, your Editor wishes to thank them for their contributions.

Helen & Lloyd Quock

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OFFICE - GARAGE COMPLEX BY FERRY BUILDING STALLED

Six years ago, the Port received a permit from BCDC for a 84-ft. high Office-Garage Complex on a platform to be built south and east of the Ferry Building. Since then, BCDC legislation forbidding such buildings was adopted. The Port's permit expired, but the Attorney General issued an opinionthat it would have to be extended under the so-called "grandfather-clause"

AT the BCDC hearing of 2/1/73 extension of the permit was strongly opposed by the Save-The-Bay Association, the Sierra Club. the Citizens Waterfront Committee, The THD and others. Port Director Miriam Wolf declared that the Port would let out bids for the complex as soon as BCDC approved the permit extension (this in contradiction to a previous statement by Port Commissioner Chairman Magnin.)

We are happy to report that the Port has since honored Mr. Magnin's previous statement by withdrawing its application temporarily, "without prejudice". While the threat remains,we hope that the Port will realize the damage such a project would do to to one of the most sensitive areas of the waterfront, and will abandon it entirely.

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